

reduce transportation environmental impacts; and (7) to increase travel safety.

A basic concept of thoroughfare planning is that a functional system of streets be provided which permit travel from origins to destinations with directness, ease, and safety. Streets in the system are designed to minimize land use and travel conflicts. Local access streets which may be further classified as residential, commercial, or industrial streets are designed only to provide access to abutting property. Minor thoroughfares are more important streets in a city system and are designed to collect traffic from local access streets and carry it to the major thoroughfare system. They may also serve abutting property and serve some minor through traffic movements. The major thoroughfares are the primary traffic arteries of the city providing for traffic movements within, around, and through the area.

A coordinated system of major thoroughfares which is most adaptable to desire lines of travel within an urban area is the radial-loop system. The radial-loop system includes radials, crosstowns, loops, and bypasses. Radial thoroughfares provide for travel from points outside to major destinations inside the city. Crosstown thoroughfares provide for Bypasses across the central area and around the CBD. Loop thoroughfares provide for lateral travel movement between suburban areas. Bypasses are designed to carry non local traffic around or through the area. Bypasses can be designed to function as a portion of an urban loop. The radial-loop major thoroughfare system concept of functionally classified urban streets is illustrated in Figure 3.

The Lenoir-Hudson Thoroughfare Plan has served well for the past thirteen years and has led to the construction of the outer loop, NC 18 widening and the Vance Street connector. It appears that most of the basic concepts are still good, however due to growth and changing travel patterns a need for some alterations and expansion is necessary.

Existing and projected traffic as listed in Appendix A was considered in thoroughfare plan designation. Safety is also an important consideration and accident records for 1984 through 1986 inclusive were considered as discussed below.

Traffic Accidents

While system efficiency is very important, traffic safety must also be a serious consideration when developing a thoroughfare plan. Traffic accidents can be divided into three general types:

1. driver oriented
2. auto oriented
3. highway - environment oriented

Most accidents are predominantly driver oriented, although each of these sources usually make some contribution to the accident.

Accident records for 1984-1986 were studied as part of the update for the Lenoir-Hudson Thoroughfare Plan. A listing of locations with